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Hongkong, 29th April 1909. [a27]

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[a33]

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Correspondents must forward their names and address with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 151, FLEET STREET, EC.**The Daily Press.**

HONGKONG, JUNE 30TH 1909.

The Reports of the Royal Commission on Shipping "Rings" (a lengthy summary of which appeared in our Monday's issue) are naturally of considerable interest to the mercantile communities in the Far East. This Commission was appointed nearly two years ago to inquire into the operations of the Shipping "Rings" or Conferences generally, more especially into the system of deferred rebates, and to report whether such operations had caused or were likely to cause injury to British or Colonial trade, and, if so, what remedial action, if any, should be taken by legislation or otherwise. The result of these labours is two elaborate Reports—Majority and Minority Reports—which do little more than give to the world a description of the operations of the "rings," and suggest systems of control, short of legislation, to check the admitted disadvantages which are inherent in monopolies of all kinds. Even the Majority could not avoid the conclusion that a Shipping Conference making use of a system of deferred rebates does possess, so far as the shipper of general merchandise is concerned, a limited monopoly; but they considered that where a regular and organised service is required, the Conference system, fortified by some tie upon the shipper, is, as a general rule, necessary. They attribute to the system the advantages "which are usually associated with monopoly, viz., organisation, economy in production, avoidance of wasteful competition owing to duplication &c.," but they are constrained to mention that the system

also has its disadvantages, which they do not specify but refer to as "those which are usually inseparable from a monopoly, not subject to control." The Majority adopt as their main recommendation the suggestion that "all that is required to check abuses of the Conference system is that the shippers and merchants in a given trade should form themselves into an association, so that they might be able to present a united front to the Conference when any controversy arises." Verily, the mountain in labour has brought forth a mouse! Substantially such associations have existed, and in the very nature of the circumstances, must always exist.

The English, French and German Mails of the 29th, 25th May and 3rd June were delivered in London on the 28th inst.

Mr. S. A. Seth, secretary of the Dairy Farm Company, leaves for home to-day by the Hirano Maru." Last night he was the recipient of a handsome dressing case and other articles presented in recognition of his valuable services as treasurer to the Victoria Recreation Club.

The manager of the Kwong Wo Loong firm, 356, Queen's Road, Central, has informed the police that he has received private telegrams from Shanghai intimating that a man named Ng Pak Tong has embezzled \$43,000 and absconded. He suspects that the man has come to Hongkong.

Our London correspondent writes:—I learn that Mr. and Mrs. Lawrence Gibbs will leave in a week or two on their return to the Colony and will go, as they came, by way of Siberia, having been highly pleased with their overland journey. Instead, however, of going by rail to Moscow they will this time proceed to St. Petersburg by steamer.

His Excellency Kao Erh-chien, Chinese Commissioner to the Macao Delimitation Conference, accompanied by Mr. Harris, Chinese Commissioner of Customs, called on His Excellency the Governor yesterday, and afterwards called on the Portuguese Consul, subsequently visiting the other Consuls during the day. It is not expected that the Conference will commence its sittings before Monday. General Machado, the Portuguese Commissioner, returns from Macao to-day.

"Our share in the Shire Line, which trades from London to Ceylon, the Straits Settlements, China and Japan, is (said the Chairman of the Royal Mail Line) gradually developing, and this Company is in a position to take advantage of any improvement in the trade of the East, or any great awakening of China, which many people foretell; which, of course, I fully realise may be many years coming about, but undoubtedly China is being gradually opened up with railways."

When the Austrian Lloyd steamer *Erzherzog Franz Ferdinand* arrived here from Shanghai, a man who was being conveyed to Austria on a charge of forgery was brought before Mr. Hazelton at the magistrate on Saturday and remanded in gaol until yesterday morning, when he was handed over on another order to the Secretary of the Austro-Hungarian Consul, who, accompanied by Det. Inspector O'Sullivan, conveyed him on board the ship, which left here yesterday.

The *Singapore Free Press* in a leading article on the discussion which has taken place in the Hongkong Legislative Council on the Opium Bill, says:—"Like Hongkong we shall need to protest against changes in systems or practice which displease our Chinese, by being too hasty adopted. And we, too, may need to ask for Imperial assistance to augment our sources of revenue, destroyed by the action of the friends of the present Government. The experience of this Colony, in the past, of the Colonial Office combined with the Treasury, has not been so satisfactory as to lead us to accept unhesitatingly the principle of 'sacrifice the revenue and trust to us afterwards to make it up.' That is what the Hongkong members were asked to do, and they naturally objected.

Colonel Bruce, the Superintendent of Police at Shanghai, mentions in his report that there are a great many unemployed foreigners in Shanghai; so many that their number "would come as an unpleasant surprise to many people." There seem to be three classes of them: Unemployed, honestly so-called, who would work if they had the chance; Unemployed who don't want to work at all so long as they can find other people to keep them, and whose designation should rather be unemployed; and lastly growing youths, mainly Eurasians, "who require to be strictly and constantly supervised in order to keep them out of mischief, and I regret to say, at times out of crime." Larceny and obtaining goods under false pretences figure amongst the chief crimes of which these youths are guilty. How to secure these boys a chance to live respectable lives is, the report says, a matter for the community rather than the police.

It is of interest to note in this connection that final judgment has quite recently been rendered in the United States Circuit Court in an action started six years ago against the South African "Shipping King" by a firm of exporters who shipped goods by outside steamers as well as by those of the "King," and consequently disqualified themselves to claim deferred commission in respect of their shipments by "Conference" steamers. They sued the lines concerned for damages sustained, claiming that they had been deprived of \$5,560. The final court of appeal has now held that the Conference system is in restraint of competition in foreign commerce and contravenes the Federal Anti-Trust Statute, and under section 7 of that statute the plaintiffs are entitled to recover treble the damages sustained. A verdict was given in their favour for \$25,150. We cite this judgment as adding force to the finding in the Minority Report that the Conference system "gives a country, such as the United States, in which the system is illegal, an advantage as compared with the United Kingdom."

On Monday afternoon a passenger on the Yamato ferryboat jumped overboard and was drowned.

Our representative made inquiries yesterday and learned that the matter is being seriously taken up. He was told that the case would be judged on certain well defined distinctions which indicate certain characteristics. For instance, a certain shaped head betrays cleanliness, and other points can be judged in a similar way. Having in mind the Board's idea of the value of eats as rat destroyers, he asked if there would be any awards for good rats, and he was further informed with a smile that the qualities of the felines in this direction would be tested by properly organised rat-hunts. If that be so, there can be little doubt of the success of the forthcoming exhibition from the public standpoint. Such rat-hunts will be sure to draw large gatherings.

A letter dated the 9th inst. from London via the Siberian route was delivered yesterday in Hongkong, 20 days in transit.

The Douglas Steamship Co. announces a reduction of 20 per cent. on first class fares to Foochow during the months of July, August and September.

A Chinese widow, residing at 192, Hollywood Road, reports to the police that yesterday while she was asleep in the house someone stole from her person ten \$10 notes and a promissory note for \$500.

TELEGRAMS.

[Protected by the Telegraphic Message
Copyright Ordinance 1894.][REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]THE WELLMAN POLAR
EXPEDITION.

LONDON, June 29th.
Mr. Wellman's balloon shed at Spitzbergen has been blown down in a gale, and it is doubtful whether the expedition will start for the Pole this year.

THE MARSEILLES STRIKE
ENDED.

LONDON, June 29th.
The strike of naval reservists at Marseilles has terminated and the mailboats have resumed their calls at the port.

THE BRITISH HOME FLEET.

LONDON, June 29th.
The "Daily Mail" says it is understood that the findings of the Sub-Committee on Imperial Defence with regard to the statement submitted by Lord Charles Beresford dealing with the readiness (or un-readiness) of the Home Fleet, justifies the Admiralty. It is doubtful whether the Report will be published.

PRINCE BUELOW.

LONDON, June 29th.
It is expected that Prince Buelow will resign the Chancellory within a fortnight.

[FROM THE "CHUNG NGOI SAN PO."]

VICEROY CHANGES.

VICEROY CHANG TRANSFERRED.

PEKING, June 29th.
H.E. Tuan Fang, now Viceroy of Nanking, has been appointed Viceroy of Chihli.

H.E. Chang Jen Chung, now Viceroy of the Two Kwang Provinces, has been appointed Viceroy of Nanking.

Yeang Shu Fan, now Governor of Shantung, has been appointed Acting Viceroy of Canton, and Shun Po Ki is appointed to act as Governor of Shantung.

CANTON.

(FROM OUR CORRESPONDENT.)

27th June, 1909.
A JAPANESE MURDERED.

It appears that the foreigner who was murdered at a village in the Teang Sheng District was a Japanese travelling agent. It is reported that he was representing a firm of Japanese chemists and druggists. The Japanese had a coolie with him who was carrying his luggage; the villagers murdered both of them and threw their bodies into the river. The Japanese Vice-Consul and several deputies of the Viceroy are investigating the matter.

PURCHASING A STEAMER.

The Viceroy is negotiating with a German firm here for the purchase of a steamer which will run to and from the Paracel Islands. The vessel, which is now anchored off the Shamenhund, has been inspected by Admiral Li Tsun.

COMPENSATION TO MISSIONARIES.

A few days ago \$1,500 was paid over to the United States Consul-General here by the Chinese Government as compensation for the destruction of a missionary house-boat by a mob in Koon Yew some time ago. The master was settled by the Peking authorities and the United States Minister.

INFANT "ANTI-CHRIST" TRAMPLED
TO DEATH.

SUPERSTITION IN RUSSIA.

The forty Russian peasants who were charged with the murder of a two-year-old boy, whom they trampled to death in the belief that he was "Anti-Christ," and as such, responsible for the failure of their crops, have just been tried. All were acquitted except the instigator of the crime, who, says Reuter's St. Petersburg correspondent, was found to be suffering from religious mania.

The killing of this baby boy was one of the most remarkable cases of superstition recorded in modern times. Firmly convinced that the child's presence in their village was the cause of the failure of their crops, the peasants held a council branded him as "Anti-Christ," and with the consent of its father, trampled it to death, the mother being the only person to protest.

SUPREME COURT.

Tuesday, June 29th.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

A COMPRODOR'S LIABILITY.

The appeal was continued against the decision of the Chief Justice in the action in which Messrs. S. J. David and Co. proceeded against their compradore, Chan Ut Chiu, to recover \$648,816. Messrs. D. MacNeil and C. G. Alabaster, instructed by Messrs. Johnson, Stokes and Master, appeared for the appellants (plaintiffs), while Hon. Sir Henry Berkeley, K.C., and Mr. M. W. Shad, instructed by Mr. J. Scott Harston (of Messrs. Ewens and Harston), represented the defendants.

Mr. MacNeil proceeded with his argument. The points he wished the Court to have in its mind when it came to the construction of the agreement were—First, that it was a simple ordinary transaction; second, that the documents setting forth that transaction were prepared by an experienced and capable draftsman; third, that the parties were a firm and a compradore; fourth, that the compradore was engaged by the firm upon condition of his executing the mortgage and agreement; fifth, that the mortgage and agreement contained an enumeration of the compradore's duties, because (1) it was impossible to say that they were fully enumerated in the agreement, and (2) because one of them was enumerated in the redemption clause, namely, the duty of paying Chinese losses; Sixth, that inasmuch as the firm would not engage a compradore except upon condition that he entered into this mortgage and agreement it might be assumed that they considered his doing so would make it a little more certain that he would perform his duties if they allowed him to take them up. In fact, the terms of the mortgage and agreement did make it a little more certain that the compradore would perform his duties, the conclusion being that this mortgage was intended to secure the performance of the compradore's duties. Those were points Counsel desired their Lordships to have in mind when they came to consider the documents. It was not stated that the firm asked the compradore to be their compradore.

The Chief Justice—There is this fact, if the firm did not get this compradore they would have got another on the same conditions. I don't think that aspect can be overlooked.

The Puisne Judge—There is one other point, and I don't know whether it was touched on in the Court below. It occurs to me that apparently these losses took place at a time when, so to speak, the bottom had dropped out of the market. Can you assume that he intended to secure the firm in all their contracts, or was it not intended to secure them against the default of occasional customers?

that into it. These agreements were drawn up in contemplation of the ordinary course of business. That was to say, a man put up a small security to do a big business which everyone hoped was going to be done profitably. But a time of sudden disaster was liable to come, and then it was that the security proved totally inadequate. He quite understood what the Puisne Judge meant, and agreed with it, but these deeds were drawn up in contemplation of the ordinary course of business, and the ordinary course of business must involve the possibility of sudden disaster. Coming to the first point of construction, Counsel said he was prepared to maintain that this mortgage contained an absolutely unambiguous covenant to pay the losses under Chinese contracts, and for this simple reason that the mortgage contained an enumeration of the compradore's duties, and "duties" meant things which the compradore was bound to do, and if he chose to state in an agreement or a mortgage what his duties were he was compelled to perform his duties. If a man entered into the service of someone else to perform certain duties (the arrangement might be verbal), he undertook to do those duties when he entered that man's service. If, on the other hand, a party embodied the arrangement in writing, the duties were undertaken in writing just as they would have been undertaken verbally in the first mentioned case. He maintained with great confidence that the compradore had undertaken expressly and without the smallest shadow of ambiguity to pay the losses incurred on Chinese contracts. If more was required, the mortgage deed gave express power to demand from the compradore the payment of Chinese losses. He would submit, further, that there was an equally expressed undertaking, quite free from ambiguous terms, in clause 3 of the agreement.

Mr. MacNeil, proceeding after tiffin, said the words in clause 3 of the agreement, "as aforesaid," required an absolutely rational meaning. They had, as far as he knew, no meaning in English except as mentioned above and already referred to. Their Lordships might think he had not referred to them, but he said he had, and it was for the Court to say whether any words in that clause justified his statement that he had mentioned them.

Mr. Alabaster said he would proceed to the points his learned friend had left untouched. The first of those was that the learned judge in the Court below had finally decided to ignore an admission in the bankruptcy proceedings on the ground that there was a well-known rule where an agreement was reduced to writing that evidence obtained was an admission. It was quite true that that was a general rule, but like many general rules it had exceptions, and there were two in this instance. The first was with regard to consideration found where a document which contained a contract between the parties expressly stated that there

was no consideration, yet they were allowed to go elsewhere to prove there was consideration. The other exception was with regard to administration. The whole idea of a mortgage was to secure some obligation, and it could not be compelled to do anything more than that. The effect of these documents were meaningless.

The Chief Justice—I don't think that is the effect of it.

Sir Henry Berkeley—You've given our meaning, not theirs.

Sir Henry Berkeley, proceeding, told the nature of this claim which the appellants made against the respondents. It was that the respondents should be liable for the debt or default of a third person. Such a liability was one which must, under the Statute of Frauds, be imposed by a writing—some written agreement or some memorandum in writing to testify to the agreement imposing the liability. In the covenant there was no implied liability to pay the debt of a third person unless that implication arose as necessary from the construction of some written agreement or what was equivalent thereto. It was therefore at the outset clear that no such liability could be imposed. They had nothing to do with the business relationships of the parties by constraining an agreement by which one sought to make the other liable to a debt of the third. An implication could only arise in the words used in the agreement, or to put it in another way, the agreement must in expressed language impose the liability to pay the debt, or from the language used, a necessary implication must arise therefrom. To carry his learned friend's contention that the parties had no such agreement between them, it was evident that they had to look at the written terms of the agreement made between Messrs. S. J. David and the respondent and nothing else. The respondent in this case contracted in two distinct capacities: first of all he contracted as compradore, and then he contracted as surety for the compradore. In the second capacity of mortgagor the respondent was a surety, and he was entitled to all the protection which the Courts gave to a surety. The mortgage was a security of a surety, and would have to be construed with stringency. While there was an agreement between the parties there was no such agreement as set out in the appellants' statement of claim. The hearing was further adjourned.

CASES AT THE MAGISTRACY.

A Chinese shopkeeper was yesterday fined \$75 for using unjust weights and measures.

For being found in possession of opium one man was fined \$250 and another was fined \$150.

Two men arrested on a charge of piracy at Deep Bay were brought before the Magistrate yesterday and remanded.

On Monday two careless coolies in charge of a donkey cart allowed it to run over the foot of a Chinese, who had to be sent to the hospital. The men were arrested and brought before the Magistrate yesterday and remanded.

The Macao boundary is not the only question of delimitation at present. Apparently there is some doubt as to the boundaries of King's Park at Kowloon, as a Chinese cattle dealer, who was yesterday summoned before Mr. Hazelton at the Magistracy for allowing his cattle to stray in the King's Park, was discharged, his Worship holding that the part indicated was not part of the Park. It was stated that placards were exhibited with the usual restrictive notices on places which were not within the limits of the Park, and on that ground his Worship dismissed the summons and intimated that the matter should be brought to the notice of the proper authorities.

An extraordinary stabbing affray was brought to the notice of Mr. Hazelton at the Magistracy yesterday when a fourteen-year-old boy was charged with injuring another boy by stabbing him with a knife. It appears that the victim was carrying two baskets of tripe and was on his way to Yaumati when he sat down and rested near the Gasworks. He had only been sitting a short time when he discovered another boy attempting to steal from his basket. Naturally he resented this and a quarrel ensued, during which the assailant drew a knife and stabbed the other in the back. He ran off immediately and threw the knife into the harbour, but was subsequently arrested. The other boy had to be sent to the hospital to have his injuries dressed. Fortunately the wounds were not serious. His Worship ordered the defendant to receive twelve strokes with the birch and to be detained for forty-eight hours.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

May 28th, 1909.

UNIVERSAL PENNY POSTAGE.

The Handelsvertragverein, a society, the object of which is to promote German trade with foreign countries and to initiate and support measures for its expansion, has recently published a pamphlet on universal penny-postage and the urgent necessity of its adoption by all countries, from which I take the following interesting particulars:

It appears that early in the eighteenth century a uniform rate of 6 Kreuzers for foreign letters existed in Austria, half of which had to be paid by the sender and the other half by the addressee, but that after it had been repeatedly raised it was abandoned in 1810, a graduated scale taking its place. The charge for inland letters in Great Britain before, thanks to the untiring efforts of Sir Rowland Hill, it was reduced to a penny for any distance, used to be 4d for the nearest zone, with another penny for every additional zone up to 17d, every enclosure being counted as a separate letter, hence the habit which is now fortunately dying out of crossing and recrossing one's writing. Gradually, but with some hesitation, other countries followed the example of Great Britain and reduced the rate to a corresponding small amount in their own coinage. In 1837 Sir Rowland had already demonstrated that where a well regulated postal service existed, distance was of little or no account in the calculation of cost, and as early as 1841 the idea of an international postal union was already broached. The first step towards its realisation was the Austro-German postal convention in 1851, which included seventeen different administrations. The rate was not a uniform one, but depended upon the distance, being double for the second and treble for the third zone; the principle, however, was laid down that the state from which the letter was sent retained the amount paid. In 1875 an agreement much on the same lines was entered into by the leading countries, and in 1878 the International Postal Union was established as the result of the convention of Paris, the postage being fixed at 25c or its equivalent for letters not exceeding in weight 15 grammes, at 10c for postcards, and at 5c for every 50 grammes of printed matter. In the first half of the nineteenth century the transit rates through foreign countries had been the subject of special conventions between the different governments and had entailed a vast amount of

actual labour in calculating the share due to each of them, besides considerable delays in transmission. For instance, an unpaid letter from, say the Brazils, addressed to Berlin was not forwarded at once to its destination on arriving in London, but a notice was sent to the authorities in Berlin informing them of the receipt of the same, and requesting payment of the postage due. The corresponding payment of the postage due to his correspondent in London to pay the amount, after which the letter was sent on. Considerable delay and expense was thus incurred, contrasting strongly with the simplicity, despatch and cheapness of the present system, the advantages of which were speedily recognized and led to a rapid extension of the Postal Union. At the end of 1875 it comprised 22 countries of an aggregate area of 37 million square kilometres, with a population of 350 millions; by the end of 1878 33 countries had joined, covering 76 million square kilometres with 763 million inhabitants; at the end of 1900 the figures were respectively 42, 102 and 1,075, and at the end of 1907 they had risen to 130 countries, 140 millions and 1,150 million inhabitants.

That the international rate of postage should have remained practically unchanged during all that time in spite of the enormous expansion of trade and commerce, the improved means of communication and their enormous extension, the increasing postal facilities they afford, and the spread of education, which by diminishing the number of illiterates adds to the number of letter-writers, seems inexplicable. In 1840 the length of railways in the whole world did not exceed 8,500 kilometres (5 miles), in 1855 it reached equal 5 English miles; in 1855 it reached 680,000, in 1870 212,000, in 1875 296,000, and in 1906 934,000 kilometres. There existed in 1873 only 47 trans-sea mail services, by the end of 1903 their number had risen to 245. The total of the international trade of the world, which in 1874 stood at 54 million Marks, is now computed at 125 billions, whilst the foreign trade of the German Empire has in the same period increased from 6 billions to sixteen. A corresponding growth of the industries in all countries necessitates the opening up of new markets, in doing which correspondence is a most important agent, and should therefore be facilitated in every possible manner. The following table shows the enormous development since the year 1875, its figures indicating millions:

	1875	1895	1906			
Letters	P.C.	Letters	P.C.			
Great Britain	1,000	87	1,834	314	2,914	848
altogether... of which to & from for countries... etc.	220	42				
France	348	20	796	53	1,187	49
altogether... of which to & from for countries... etc.	43	102	4	172	9	
Austria	195	21	425	150	682	462
altogether... of which to & from for countries... etc.	43	5	117	39	223	134
Germany	542	63	1,217	460	2,346	1,503
altogether... of which to & from for countries... etc.	63	3	178	31	342	109

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

Committee on the Bill entitled An Ordinance to amend the Stamp Ordinance 1901.

Committee on the Bill entitled An Ordinance to amend the Stamp (Amendment) Ordinance 1902.

Committee on the Bill entitled An Ordinance to amend the Patents Ordinance 1892.

The Hon. Mr. W. J. Gresson will bring up the report of the Committee on the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong.

It will be noticed that in spite of the higher rates of postage, international correspondence has increased at a greater ratio than the home one. Now experience proves that cheap rates encourage writing, whilst higher ones lead to a

ANOTHER OPIUM EDICT.

On the 17th inst. an Edict was issued "under the official seal of the Prince Regent on behalf of the Emperor" with regard to the Opium Question. It recalls the fact that an Imperial Decree was issued on the 24th day of the 2nd moon this year (15 March, 1902), ordering strict steps to be taken by the authorities concerned for the suppression of opium-smoking as well as the cultivation of the poppy. "It has now been brought to our notice," says the Edict, "that of the officials of various yamens in Peking sent to be examined as to whether they are opium-smokers or not, the majority of them are petty officials not occupying permanent positions, and that many of these holding important offices have not yet been sent to be examined. Moreover, there are those who have contracted the opium-smoking habit again after once getting rid of it, thus showing there is laxity in enforcing the Edict."

The Edict insists on the importance of suppressing the opium habit among officials, and notes that the reports with regard to the progress made in the direction of stopping the cultivation of the poppy in the Empire indicate that "strict steps have been taken to attain the desired end". Then follows this remarkable sentence, which possibly has suffered somewhat in the translation:

"If opium-smoking should be indulged in as heretofore after the entire suppression of cultivation, it would lead as a matter of course to the exclusive use of the foreign drug, thus deepening the opium-smoking habit, wasting more money, and increasing evil to an infinite extent, whilst it would be detrimental to the rules of sanitation and the means of subsistence of the people."

The High Commissioner for the Suppression of Opium is commanded to direct that all the Yamen outside Peking shall make strict investigations into the conduct of officials with regard to opium-smoking. At the same time the Provincial Viceroy, Governor, Generals, and Admirals and all other officials concerned, as well as school-masters are required to make investigations and to take steps calculated to wipe out opium-smoking among all officials, civil and military, and in schools in the various provinces. The suppression of opium-smoking and cultivation of the poppy must go on simultaneously. The various Yamen outside Peking are commanded to strictly observe the Edicts repeatedly issued; if they fail in this respect they are to be dealt with by the Government.

The Governor of Hunan in a report to the Throne states that he found on investigation that "over one thousand persons" among the civil, military and naval officials had acquired the opium-smoking habit, and a time-limit was set in which they are required to give it up. Anti-opium bureaux have been opened in forty different centres and about 20,000 persons in all have abandoned the habit. Cultivators have been ordered to grow wheat or rice in place of poppy, and inspectors have been ordered to see that these orders are obeyed. Anyone disregarding the instructions is threatened with severe punishment.

THE COTTON TRADE.

The quarterly report of the executive council of the operative cotton spinners in Great Britain states that the condition of the cotton trade remains unsatisfactory and there seems no immediate prospect of any improvement in the situation. Though no organized system of short time has yet been put into operation, a good number of mills are running less, though the whole situation is not so bad as it was.

"Under our present system no provision whatever is made for unemployment except what is made by the workman himself through his trade-union, but since all work is carried on for the mutual benefit of the employer, the operative, and the general community, there is no reason why the employer and the State should not bear their share of the burden of unemployment when it occurs." In the first instance it is suggested that the system of compulsory insurance should only be tried in the trades where employment is most precarious. The textile trades are not included, but the matter is none the less important, on that account, for if once the principle is put into operation it may ultimately be extended to the whole of the trades in the country.

THE RESIDENCY GENERAL IN KOREA.

KOREAN EMPEROR'S MESSAGES.

The message wired to Prince Ito by H. M. the Emperor of Korea runs as follows:

"I cannot help but feel great regret at the news that you, so dear to my heart, have resigned the post of Resident-General. Here in Korea the Government principle is being gradually established and the people getting rich and assured of peace; all this I acknowledge I owe to you. You have always made good my neglect and default by toilsome labour and by the exercise of your utmost energies, whilst attending to your duties in a very thorough manner. Indeed your services have been magnificent. I hereby offer my profound gratitude to you for your guidance and splendid counsel for four years past. I seize this opportunity of wishing you continued good health."

In acknowledgment Prince Ito wired to the Korean Court expressing his deep gratitude and stating that at no distant date will he be able to offer his thanks personally to His Majesty for the honour and gracious treatment given him during his years past.

The following is a translation of the message

concerned with him upon his present promotion—

"I deeply regret to hear of the resignation of my dear Resident-General, Prince Ito, but at the same time I am glad from the very bottom of my heart to learn that you have been promoted to the Resident-Generalship. All things in Korea are now on their way to successful accomplishment and government affairs, both internal and external, must depend upon your guidance. I wish you to return as quickly as possible and pray for your good health."

A telegram of respectful thanks was received from Viscount Sone.

LATEST STEAMER MOVEMENTS.

The J.C.J. Liuj str. Tylitong left Moji for this port on the 29th instant a.m. and may be expected here on or about the 4th prox.

The N.Y.K. str. Kameio Maru (Australian Line) left Kobe for this port via Moji and Nagasaki on the 29th instant, and is expected here on the 6th prox.

The P.M. str. Asia arrived at San Francisco on the 27th inst.

ECHOES FROM EVERYWHERE.

AN AIRSHIP FERRY.

A London cable dated the 23rd inst. says—

A private company announces that in September it will inaugurate an airship service between Paris and London. It is stated that the airship will carry twenty-five passengers.

ROYAL MARRIAGE RUMOUR.

Rumours are circulating in Court circles at Madrid of an approaching marriage between Prince Alfonso of Orleans, son of the Infanta Eulalia, aunt of King Alfonso, and Princess Beatrice, daughter of the late Duke Alfonso of Saxe-Coburg-Gotha.

CRITICISM OF FOOTBALL SPECTATORS.

Mr. P. M. Walters, the old international football player, in a letter of apology for non-attendance at the annual smoking concert of the Surrey County Amateur Football Association, stated that the spectator was the curse of modern football. Spectators begot riches, he said, and riches vicious football—the paying of others to play instead of playing themselves.

NOT IMPOSSIBLE.

An old bachelor lawyer, residing in an old New England community, bought a pair of socks and found attached to one a paper with these words: "I am a young lady of 20, and would like to correspond with a bachelor with a view to matrimony." The name and address were given. The bachelor wrote, and in a few days got the reply. "Mamma was married 20 years ago. Evidently the merchant of whom you bought those socks did not advertise, or he would have sold them long ago. My mother handed me your letter and said possibly I might suit. I am 18."

RATS.

The following letter addressed to the Editor of *Country Life* is worth quoting for the simple means that it offers of combating rats.

"Sir—I notice your leading article and letter in last week's number of *Country Life*. Might I suggest to 'C' that if he has not done so already he should try powdered caustic soda put down below the scullery sink and in places where they feed, it will drive them out of their house. It does not kill them, but burns their feet, and they are easily killed when seen, as they cannot run, and walk slowly about. I have often found it very effectual in similar cases." —A. W. L.

THE SHEPHERDESS' CROOK.

From a Paris contemporary we learn that an organ du grand ligue londonien has proposed that for the coming season ladies should, when walking, carry shepherdess' crooks, decorated with ribbons or garlanded or both. Our contemporary is anxious to know how the proposal will be received in Paris. It thinks the suggestion worthy of consideration, and draws a fancy picture of Parisian ladies with a buccolic slouch, promenading in the Bois de Boulogne, after the manner of their predecessors in the eighteenth century. It may be taken as an axiom that the shepherdess' crook will not occasion the moral damage to men that the sheath gives rise to on the top of an omnibus, for instance.

GOSPEL AIRSHIPS.

The editor of "The Young Man" suggests that the coming of the airship will materially affect the diffusion of the Gospel throughout the world. He looks forward with confidence to the day when the first missionary airship will sail with a cargo of heroic hearts and copies of the Holy Scriptures. Already, he says, the airship can travel one hundred miles an hour.

That would mean that the missionary could get to America in a day and a quarter; he could leave England on the 2nd and preach in California one that now makes the missionary a sojourner.

sojourn.

ELEVEN-YEAR-OLD PIANIST AND COMPOSER.

Little Irene Enri Goranoff, of St. Petersburg, made her first appearance in England at Bedstall Hall recently. She is a genius to her finger tips, says a London paper. At this small age, eleven years old, walked sedately to the piano and it seemed impossible that she had stepped out of the pages of Lewis Carroll, her head in a big red bow and straight brushed hair and coral bead necklace reminding one of Alice in Wonderland.

MOST HIGHLY TAXED NATION.

In view of the increased taxation in Great Britain the following extract from an article by Mr. Ellis Barker, in the "Forthnightly Review," is particularly important:

The German Ministry of Finance made recently an exhaustive examination of the finances and the taxation of various countries, and it arrived at the result that the taxation per head of population is as follows in some of the principal countries:

Taxation per Head of Population.

Marks.

In Great Britain 95.80 per head.

In France 82.70 " "

In United States 8.80 " "

In Italy 48.40 " "

In Germany 48.17 " "

In Austria-Hungary 41.70 " "

The foregoing table reveals the fact that Great Britain is not, lightly taxed, as our Socialists assert, but that it is by far the most highly-taxed nation in the world.

BRITANNIA RULES THE WAVES AND GERMANY THE AIR.

What asks the *Pall Mall Gazette*, is a small mishap at the wonderful journey's end to a man who has travelled nearly 1,000 miles in a dirigible airship, and who has stayed in the air, manoeuvring at his own will, for more than thirty-eight hours? This is the latest achievement of Count Zeppelin, and his triumph speaks for itself. And yet, as he himself says, "aerial navigation is still in its infancy."

The Card no Question makes of yes or no, But High or Low, as suits the Player shows; And he who Stands Beside you, Looking On—

He knows about it all! He knows!! He

knows!!!

Alas, how Subtle Bridge alluring Woe!

And robes me of my Nightly Beauty Snooze.

I often Wonder that Bridge Players gain,

One-half so Precious as the Sleep they Lose.

in order to obtain a fresh supply of petrol. The landing in meadows near Goppingen seemed to have been accomplished without accident, and the engines had been stopped when a gust of wind drove the ship bow on into the branches of a pear tree. Before the ship could be got clear a very long rent was made in the envelope and the framework itself was seriously damaged. The fore-car struck the ground and the after-car swung in the wind. With

considerable difficulty the airship was eventually brought round with its head to the wind. The damage was very serious. Sappers under a lieutenant arrived on the scene. They were followed shortly afterwards by the commander of a battalion of Engineers stationed at Ulm, who brought half a company to assist the Count.

THERE IS SKILL AND

PIANOS

WE IMPORT

STAMPING THEM IN EVERY WAY

SUPERIOR VALUE

BUILT THROUGHOUT FOR THIS CLIMATE.

ROBINSON PIANO CO., LTD.

ITCHING PIMPLES FOR 11 MONTHS

On Girl's Face and Back—Back was Dreadful to See—Itching and Pain Kept Sufferer from Work for Weeks at a Time—Amazed at Prompt Cure Effected by Just

ONE SET OF CUTICURA SOAP AND OINTMENT

"Some time ago my back was pimpled. They were not so complicate as on my face, but my back was difficult to see. The itch was very painful to bear. I was away from work for weeks at a time, but I did not try them. At last, getting a cake of Cuticura Soap, I washed myself with it. I was amazed to see the difference it made, and sent a large box of Cuticura Ointment. That was all I needed. The cure was complete after having been annoyed eleven months. I shall be glad to recommend Cuticura to my friends. Miss Jeanie Riach, Lady Smith, Gray St., Perth, Scotland, June 23, 1908."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

IMPERIAL GERMAN MAIL LINE.
NORDDEUTSCHER LLOYD, BREMEN.
FOR SHANGHAI, NAGASAKI, HIOGO
AND YOKOHAMA.

THE I.G.M. Steamship

"KLEIST."
Captain O. Pahne, will leave for the above places TO-DAY, the 30th inst., at 10 A.M.
For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
General Agents.

Hongkong, 30th June, 1909. [5]

ESTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS and taking through Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.E.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 30th June, 1909. [906]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG".

Having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 2 P.M. (unless otherwise arranged), will be returned to the steamer.

Hongkong, 29th June, 1909. [16]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST."

Having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th July, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 9.30 A.M.

All Claims must reach us before the 10th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

This Steamer brings Cargo.

Ex. S.S. "SACHSEN" from Smyrna via Naples.

Ex. S.S. "CAROTO" Catania via Port Said.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
General Agents.

Hongkong, 29th June, 1909. [5]

GILES'S CHINESE AND ENGLISH DICTIONARY

NEW EDITION.

Enlarged, 1,800 Pages.

THOROUGHLY REVISED.

Fascicle 1. (296 pages) will be ready for delivery in July.

Price to Subscribers £5.50, payable on delivery of Fascicles 1.

Prospects and Specimen pages upon application.

KELLY & WALSH, LTD.

863.

SUTTON'S SEEDS

Special Selected Collections

VEGETABLES AND FLOWERS

IN AIR-TIGHT CASES.

To be obtained from

CHINA EXPRESS CO.

Telephone 668. 3, Duddell Street. [50]

GRACA & CO.

(Established 1896.)

No. 25 DES VŒUX ROAD.

Dealers in

POSTAGE STAMPS

AND

VIEW POST-CARDS.

Just Received Selection of

SENN'S ILLUSTRATED

POSTAGE STAMP ALBUMS

of Latest Edition, from \$1.75 to \$16. Each.

Inspection Invited. [548]

INTIMATIONS

NOTICE OF REMOVAL

WE have This Day REMOVED our Offices to YOK BUILDINGS, CHATER ROAD (Top Floor). SCHULDT & CO. Hongkong, 23rd June, 1909. [899]

NOTICE OF REMOVAL

ROYAL SWEDISH VICE CONSULATE. THE OFFICE of the above Consulate has This Day been REMOVED to YOK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

NOTICE

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages. Full Particulars of Securities offered should be submitted to— DENNYS & BOWLEY, Solicitors. Supreme Court House, Hongkong, 15th June, 1909. [854]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. [48]

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [415]

SIEN TING

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [504]

DAVID CORSAIR & SON'S MERCHANT NAVY. NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN ARNHOLD, KARBERG & CO. Sole Agents. Hongkong, 16th June, 1908. [1674]

A LING & CO.. 19, QUEEN'S ROAD CENTRAL

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description

Hongkong, 26th June, 1909. [629]

A TACK & CO.. FURNITURE & PHOTO GOODS STORE. 26, DES VŒUX ROAD, CENTRAL

SELLERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS," "GOEBZ," "ROSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." A.I. ABC. and Engineering Code Use. NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet

Length of Blocks... 714 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 88 "

Water on Blocks at Spring Tide... 34 "

DOCK NO. 1.

Extreme Length... 525 feet

Length of Blocks... 515 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 61 "

DOCK NO. 2.

Extreme Length... 371 feet

Length of Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and

BOILERS; and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIALS is

always kept on hand.

THE COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES

equipped with necessary gear, always ready

Short Notice. [605]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December, 1908. With INDEX. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 21st January, 1909. [548]

FOR SALE

WE have This Day REMOVED our Offices to YOK BUILDINGS, CHATER ROAD (Top Floor). SCHULDT & CO. Hongkong, 25th June, 1909. [890]

FOR SALE

THE OFFICE of the above Consulate has This Day been REMOVED to YOK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

FOR SALE

THE OFFICE of the above Consulate has This Day been REMOVED to YOK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

FOR SALE

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWNE and LINDLEY. For further particulars apply to HONGKONG ELECTRIC CO., LTD. St. George's Buildings. Hongkong, 23rd April, 1909. [881]

FOR SALE

THE OFFICE of the above Consulate has This Day been REMOVED to YOK BUILDINGS, CHATER ROAD (Top Floor). S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [900]

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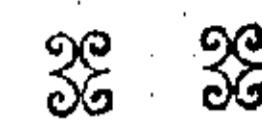
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For your own comfort
in Tropical Countries use
CALVERT'S
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. G. Calvert & Co., Manchester, England.

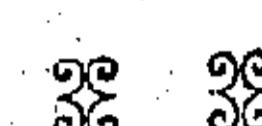
Guarded against
Infection.



Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, or for protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.



Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.



Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

By Appointment to

His Majesty the King.

When you feel thoroughly exhausted after a heavy day's work, begin your dinner with a BOVRIL Soup, and so ward off indigestion.

BOVRIL

stimulates the gastric juices and immediately strengthens and invigorates the whole system.

702

KEATING'S
WORM TABLETS

A purely Vegetable Sweetened
Keating's Worm Tablets furnish a most agreeable method of administering the only cure ready for Intestinal or Thread Worm. Perfectly safe, mild and especially adapted for children.
To be obtained of all Druggists.
Proprietor: THOMAS KEATING
London, Eng.

APENTA
NATURAL APERIENT WATER

Bottled at the Springs, Budapest, Hungary.
For continuous use by the Gouty, the Constipated, and the Obese.

GOLD MEDAL,
St. Louis, 1904.

DOSE: A Wineglassful in the morning before Breakfast.

507-2



LADIES' CAFFE REMEDY

For functional troubles, delay, pain and those irregularities peculiar to the sex.

Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal, CHAPOTEAUT, 8, rue Vivienne, Paris. Sold by all Chemists.

122-3

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORNING INTEREST,
By CHAS. J. HALCOMBE
(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwai-han, is dedicated to SIR ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

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SCOTCH WHISKY

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HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

THE NEW FRENCH REMEDY.

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THE NEW FRENCH REMEDY.

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SHIPPING.

ARRIVALS.

ALEXANDER, U.S. Naval transport, 6,560, E. W. Henriks, 29th June—Manila 26th June, Supplies U.S. Navy.
BANGI MARU, Japanese str., 2,368, J. Yamada, 29th June—Moj 23rd June, Coal—Mitsui Bussan Kaisha.
HARJUN, British str., 636, J. W. Evans, 29th June—Swatow 26th June, General—Douglas, Lapraik & Co.
KLEIN, German str., 8,990, O. Pahne, 29th June—Hamburg 20th May, Mail and General—Molchers & Co.
NAMANG, British str., 2,591, P. M. B. Lake, 26th June—Calcutta, Penang and Singapore 23rd June, General—Jardine, Matheson & Co.
NIPPON MARU, Japanese str., 3,452, W. E. Filmer, 29th June—San Francisco via Ports 1st June, Mail and General—Toyo Kisen Kaisha.
SIMONGAN, Dutch str., 1,202, H. Vos, 29th June—Ambarang 14th June, Sugar Chinese.
TAIKOON MARU, Japanese str., 2,933, Fukui, 25th June—Mitsi 22nd June, Coal—Mitsui Bussan Kaisha.
TAKASAKI MARU, Japanese str., 2,943, Mockor, 29th June—Kobe 21st June, Mail and Coal—Nippon Yusen Kaisha.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
29th June.
Hirano Maru, Japanese str., for Singapore.
Katsukawa Maru, Jap. str., for Wakamatsu.
Kleid, German str., for Shanghai.
Menelaus, British str., for Singapore.

DEPARTURES.

29th June.
ARATOGON APIAR, British str., for Singapore.
BENHORN, British str., for Bangkok.
CLARA JERSEN, German str., for Haiphong.
CHIHLI, British str., for Shanghai.
CHINHUA, British str., for Canton.
DAIJIN MARU, Japanese str., for Swatow.
EASTERN, British str., for Shanghai.
E. F. FERDINAND, Aus. str., for Singapore.
FRI, Norwegian str., for Haiphong.
GENOGLIE, British str., for Amoy.
HAIYANG, British str., for Swatow.
KOREA, American str., for Shanghai.
ORESTER, British str., for Nagasaki.
SANMEN, German str., for Bangkok.
TANING, British str., for Manila.
WELS PRINCE, British str., for Yokohama.

SHIPPING REPORTS.

The British str. *Hainan* reports: Fresh S.W. winds and fine.
The British str. *Nanwang* reports: Light Southerly winds, smooth sea, fine and clear weather.

VESSELS IN DOCK.

June 29th.
ABERDEEN DOCK—
KOWLOON DOCK—*Hanam*, Argus, Tango Maru, Hilary, Hailan, Freya.
COSMOPOLITAN DOCK—
TAIKO DOCK—*Maple Leaf*, Anlui.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"
Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to
DAVID SASSON & CO., LTD.
Agents.
Hongkong, 26th June, 1909. [879]

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABIA AND MACASSAR.
Taking cargo to all Ports in Netherlands, India on through Bill of Lading.

THE Steamship

"TJIPANAS,"
Captain A. Pandar, will be despatched for the above Ports on or about SATURDAY, 3rd July.
For information as to Freight and Passage, apply to
Head Agent of the
JAVA-CHINA-JAPAN LIJN,
York Building, 1st Floor.
Hongkong, 23th June, 1909. [902]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE,"
Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at NOON, taking passengers and cargo for the above ports in connection with the Company's str. "MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Varnishes, all cargo for France and Tea for London (under arrangement) will be transhipped from Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909.

Parcel will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 28th June, 1909. [1.]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"
Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
For Freight apply to
JARDINE, MATHESON, & CO., LTD.
Agents.
Hongkong, 24th June, 1909. [894]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2" midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4" together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Slave Pier. 3 From Slave Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str. A.	—	H. W. Konrik, R.N.R.	P. & O. S. N. Co.	About 1st July.
LONDON & ANTWERP	ASSAYE	Brit. str. A.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SEGURO	Brit. str. A.	—	Hayes	JARDINE, MATHESON & CO., LTD.	About 20th July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	ISTRIA	Ger. str. A.	k. w.	Brahmer	HAMBURG-AMERIKA LINIE	On 29th July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	STRONIA	Ger. str. A.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	To-morrow.
ROTTERDAM, MARSEILLES & HAMBURG & C.	BEAUMA	Ger. str. A.	k. w.		HAMBURG-AMERIKA LINIE	On 20th July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SIAM	Swed. str. A.	—		MELCHERS & CO.	Middle of July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SCANDIA	Ger. str. A.	k. w.	Dohren	HAMBURG-AMERIKA LINIE	On 3rd July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SEGOVIA	Ger. str. A.	k. w.	Sabas	HAMBURG-AMERIKA LINIE	On 4th Aug.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TOURANE	Fr. str. A.	—	Lancelin	MESSAGERIES MARITIMES	On 6th July, at 1 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	BINGO MARU	Jap. str. A.	—	A. Christensen	NIPPON YUSEN KAISHA	On 7th July, at D'light.
ROTTERDAM, MARSEILLES & HAMBURG & C.	CADDIGANSHIRE	Brit. str. A.	—	W. O. Tyers	JARDINE, MATHESON & CO., LTD.	About 12th July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	KAWACHI MARU	Jap. str. A.	—	H. Peterson	NIPPON YUSEN KAISHA	On 21st July, at D'light.
ROTTERDAM, MARSEILLES & HAMBURG & C.	HIBANO MARU	Jap. str. A.	—	Wm. Fraser	TOYO KISEN KAISHA	About 30th Inst.
ROTTERDAM, MARSEILLES & HAMBURG & C.	P. R. LUITPOLD	Ger. str. A.	—	H. Kirchner	MELCHERS & CO.	To-morrow.
ROTTERDAM, MARSEILLES & HAMBURG & C.	ST. PATRICK	Brit. str. A.	—		DODWELL & CO., LTD.	On 10th July, at 10 A.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	EMPEROR OF CHINA	Brit. str. A.	2 m.		CANADIAN PACIFIC R. CO.	On 13th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	MONTAGUE	Brit. str. A.	1 m.		DAVIDSON & CO., LTD.	On 14th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TACOMA MARU	Jap. str. A.	—	Yamamoto	OSAKA SHOSEN KAISHA	On 15th July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	OBANO	Brit. str. A.	—	F. W. Davis	DOEWELL & CO., LTD.	To-morrow.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TANGO MARU	Jap. str. A.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 16th July, at 10 A.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	AKI MARU	Jap. str. A.	—	K. Sato	NIPPON YUSEN KAISHA	On 17th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	PRINZ SIGISMUND	Ger. str. A.	—	D. Lenz	MELCHERS & CO.	On 18th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	KUMANO MARU	Jap. str. A.	—	N. Mathiesen	NIPPON YUSEN KAISHA	On 19th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TUFTAN	Brit. str. A.	—	L. Dawson	BUTTERFIELD & SWINE	On 21st July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	YAWATA MARU	Jap. str. A.	—	M. Arthur	GIBR. LIVINGSTON & CO.	On 22nd July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	CHUNSAM	Brit. str. A.	—	T. Sekine	NIPPON YUSEN KAISHA	On 23rd July.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TAMBA MARU	Brit. str. A.	—	Sawer	JARDINE, MATHESON & CO., LTD.	To-morrow.
ROTTERDAM, MARSEILLES & HAMBURG & C.	NAGASAKI, KOBE & YOKOHAMA	Brit. str. A.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 24th July, at D'light.
ROTTERDAM, MARSEILLES & HAMBURG & C.	WEIHAIWEI, CHEFO & TIENSIN	Brit. str. A.	—	W. J. Davies	JARDINE, MATHESON & CO., LTD.	On 25th July, at 3 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	FIENTSIN VIA WEIHAIWEI & CHEFOO	Brit. str. A.	—	T. Sekine	NIPPON YUSEN KAISHA	On 26th July, at Noon.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SHANGHAI, KOBE & KOJI	Brit. str. A.	—	E. Foray	BUTTERFIELD & SWINE	On 27th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	ANNU	Brit. str. A.	—	P. Money	JARDINE, MATHESON & CO., LTD.	On 28th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	KLIST	Brit. str. A.	—	R. Smith	BUTTERFIELD & SWINE	On 29th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SLAVONIA	Brit. str. A.	—	O. Pahne	JARDINE, MATHESON & CO., LTD.	On 30th July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	HANGHAN	Brit. str. A.	—	Peter	JARDINE, MATHESON & CO., LTD.	On 31st July, at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	NAMANG	Brit. str. A.	—	C. C. Talbot, R.N.R.	BUTTERFIELD & SWINE	On 1st Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	FOOSHING	Brit. str. A.	—	A. E. Sandoe	JARDINE, MATHESON & CO., LTD.	On 2nd Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	LINAN	Brit. str. A.	—	M. B. Lake	JARDINE, MATHESON & CO., LTD.	On 3rd Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	YEDDO	Brit. str. A.	—	T. Arthur	BUTTERFIELD & SWINE	On 4th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	CALEDONIAN	Brit. str. A.	—	Bruno	JARDINE, MATHESON & CO., LTD.	On 5th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	YATSHING	Brit. str. A.	—	M. Courtney	MESSAGERIES MARITIMES	On 6th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	YINGCHOW	Brit. str. A.	—	Frazier	JARDINE, MATHESON & CO., LTD.	On 7th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	DEUTA	Brit. str. A.	—	W. H. Snow	BUTTERFIELD & SWINE	On 8th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SEANGHAI	Brit. str. A.	—	O. Pahne	BUTTERFIELD & SWINE	On 9th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SHANGHAI, YOKOHAMA & KOBE	Brit. str. A.	—	P. & O. S. N. Co.	JARDINE, MATHESON & CO., LTD.	On 10th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SHANGHAI, KOBE & YOKOHAMA	Brit. str. A.	—	Jameson	BUTTERFIELD & SWINE	On 11th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	SWATOW	Brit. str. A.	—	P. H. Rolfe	JARDINE, MATHESON & CO., LTD.	On 12th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	AMPOY	Brit. str. A.	—	A. W. Outerbridge	BUTTERFIELD & SWINE	On 13th Aug., at 4 P.M.
ROTTERDAM, MARSEILLES & HAMBURG & C.	TAMSUI	Brit. str. A.	—</			

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP	NAMUR	About 1st July	Freight and Passage.
VIA SINGAPORE, PEN- ANG, COLOMBO, PORT	Capt. H. W. Kendrick, R.N.R.	July	Passage.
SAYD and MARSEILLE			
SHANGHAI, MOJI, KOBE	SARDINIA	About 1st July	Freight and Passage.
SHANGHAI and YOKOHAMA	Capt. C. C. Talbot, R.N.R.	July	Passage.
SHANGHAI	DELTA	About 8th July	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 10th July	Sea Special of Call.
Capt. O. Jones, R.N.R.			

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th June, 1909.

CHINA NAVIGATION CO., LTD.
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILLODO and CEBU	"SUNGKIAN"	On 30th June, 4 P.M.
SHANGHAI	"UHANG"	On 1st July, NOON.
BATAVIA, SAMARANG and SOERABAJA	"ANHUI"	On 1st July, 4 P.M.
WEIHAIWEI, CHEFOO and TIENSIN	"SHANTUNG"	On 2nd July, 4 P.M.
BOHLOW and HAIPHONG	"SINGAN"	On 4th July, D'light
SHANGHAI	"LINAN"	On 4th July, D'light
MANILA	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.
MANILA	"CHENAN"	On 11th July, D'light
MANILA, ZAMBANGA, THURSDAY ISLAND, COOK TOWN, CAIENS, TOWNS, VILLE, BRISBANE, SYDNEY, TAIYUAN	"TAMING"	On 13th July, 3 P.M.
with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried and REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

S.S. SHANGHAI LINE

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, 45 SINGLE and 80 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 30th June, 1909.

11

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

SHANGHAI, YOKOHAMA and KOBE "YEDDO" 5th July.

HARVE, COPENHAGEN and ST. PETERBURG "SIAM" Middle of July.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 11th June, 1909.

6

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS TONS. SAILING DATES.

MARSEILLE, LONDON and ANTWERP, via SINGA. BINGO MARU 6500 WED'DAY, 7th July.

POBEN, PE NANG, COLOMBO and PORT SAID KAWACHI MARU 6500 at Daylight

VICTORIA, B.C. and VICTORIA, B.C. and S TANGO MARU 8000 WED'DAY, 21st July.

SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOAKI, SHIMIZU and YOKOHAMA S AKI MARU 7000 TUESDAY, 6th July, at 4 P.M.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE KUMANO MARU 6000 TUESDAY, 20th July, at 4 P.M.

NAGASAKI, KOBE and YOKOHAMA YAWATA MARU 5000 FRIDAY, 9th July, at Noon.

KOB and YOKOHAMA TAMBA MARU 5000 FRIDAY, 6th Aug., at Noon.

NAGASAKI, MOJI, KOBE and YOKOHAMA ATSUTA MARU 6500 THURSDAY, 1st July, at 5 P.M.

Capt. T. Seine, Capt. R. Smith, Capt. T. Seine, Capt. C. H. Butler, Capt. Wm. Thompson, and YOKOHAMA ...

S Fitted with New System of Wireless Telegraphy.

TUESDAY, 1st July, at 5 P.M.

WED'DAY, 7th July, at Noon.

FRIDAY, 9th July, at 5 P.M.

FRIDAY, 30th July, at 5 P.M.

Cargo only.

PROJECTED PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE CO'S NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU (Capt. H. Fraser) About Wed. 30th June.

KAMO MARU (Capt. F. L. Sommer) About Wed. 28th July.

MISHIMA MARU (Capt. A. E. Moses) About Wed. 25th August.

ATSUTA MARU (Capt. Wm. Thompson) About Wed. 22nd Sept.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1st June; ENDING 31st August, 1909.

SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS \$120. \$110. \$100. \$90.

2nd CLASS \$80. \$70. \$60. \$50.

Option of rail between Calling Ports in Japan.

For further particulars apply to T. KUSUMOTO, MANAGER.

Hongkong, 8th June, 1909.

15/3

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR LENYANG.

HAIMUN' (Capt. Evans) WED'DAY, 30th June, at 2 P.M.

HAICHING' (Capt. W. C. Passmore) SWATOW, AMOY & FOOCHOW, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 30th June, 1909.

10

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SITHONIA 1st July.

S.S. SLAVONIA 2nd July.

S.S. ANDALUSIA 13th July.

S.S. SAXONIA 20th July.

S.S. DOETMUND 26th July.

S.S. SEZIA 13th Aug.

S.S. C. FERD. LAEISZ 17th Aug.

S.S. BEASILIA 20th July.

S.S. C. FERD. LAEISZ 17th Aug.

S.S. SEGOVIA 4th August.

Further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 30th June, 1909.

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